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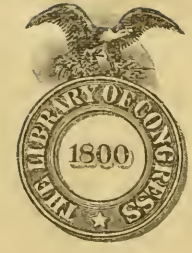

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MOBILE

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MOBILE, ALABAMA.

MOBILE, the only seaport of the State of Alabama, is situated at the head of Mobile Bay about twenty-eight miles from the Gulf of Mexico, from which it is approached by a channel navigable for the largest vessels plying in the Gulf of Mexico, and with an outlet guarded by Fort Morgan on the mainland, on the east side, and Fort Gaines on Dauphin Island on the west side. The city was founded as a Fort by Lemoyne d'Iberville (de Bienville) in 1702, and continued to be the Capital of the Colony of Louisiana till 1723, when this rank was transferred to New Orleans. It has now a population of forty thousand inhabitants and is steadily growing in numbers.

Mobile owes its great importance to its location at the mouth of the Alabama River System composed of the great rivers, Tombigbee, Black Warrior, Cahaba and the Alabama, the last of which has for its most northern feeder the Coosa River, which rises in the State of Georgia. The Tombigbee rises in the State of Mississippi and penetrates a rich cotton producing section, whilst the Black Warrior and Cahaba Rivers take their rise in the hill districts of the State and flow through the great Warrior and Cahaba Coal Beds. The Coosa River flows through one of the richest mineral districts of the state, abounding in coal, iron, marble, etc., and when the improvements now in course of construction by the general government are completed, will offer a continuous navigation of eight hundred miles in length for steamboats from Mobile to Rome, Georgia. At present steamboats reach Wetumpka, twenty miles above Montgomery, the Capital of the State, situated four hundred miles above Mobile.

The stranger acquainted with the flat, low country bordering the Coast of the Southern Atlantic States, is surprised to find near Mobile nothing corresponding to what is called the "*low country*" of those states; nothing like the great rice region of South Carolina, nor the level belt of country, elevated but a few yards above tide and extending back for miles and reaching from Charleston to Albemarle Sound; but on the contrary as he approaches Mobile, he finds the sand hills which he had seen in middle North Carolina and extending across the middle of South Carolina.

The bluffs opposite Mobile, on the eastern side of Mobile Bay are from twenty to thirty feet in height and the land a little back from the water's edge is one hundred feet above the sea. This shore of the Bay is the site of summer hotels and residences with which communication is had from the City by daily lines of steamers. On the western side of the Bay, after leaving the plateau upon which the City stands, we reach in about five miles a sandy pine clad ridge with clay foundation, that rises to a height of two hundred and fifteen feet above tide, which is within twenty-four feet of being equal to that of Tuskaloosa on the Warrior River and in the heart of the State. Within sixteen miles of the City in the same direction the elevation is two hundred and fifty feet, and the hills masses of low grade limonite ore. These elevations are not those

of isolated points, but a ridge extending southwardly to Grand Bay on the Mississippi Sound and forming the water shed between the streams emptying into Mobile Bay and those tributary to East Pascagoula River in the State of Mississippi. The result of these geological conditions is, that Mobile is surrounded by a country well watered by beautiful streams of rapidly flowing living waters, of exquisite purity, and which is admirably adapted to truck and fruit raising. The early vegetable and fruit industries of Mobile are very large and constantly growing. The same causes have resulted in the City being endowed with two systems of water works, one deriving its supplies from a powerful spring called Three Mile Creek, and the other from a spring called Clear Creek, about ten miles west of the City and about two hundred feet above the tide, both furnishing a water almost chemically pure. These supplies are now ample enough for a population of several hundred thousand and can be easily increased. All the elevators in buildings and nearly all light machinery, including that of grist mills, are operated by power derived from the water works. The climate of Mobile is one of the most equable in the United States and not surpassed by that of Florida. The streets of the City outside of the business districts, are largely shaded by live oak and magnolia trees. Besides excursions upon the Bay and to the eastern shore, the visitor is offered the enjoyment of a drive on the Bay Shore Shell Road, which runs along the western shore of the Bay some six miles, and which Professor Sargant of Harvard University pronounced capable of being made one of the loveliest parks in the United States. Westward the stranger can visit Spring Hill, situated upon the high ridge before described. A steam dummy line connects this point with the City. In all directions around the City the visitor can enjoy drives through a charming country of truck farms. The City is noted for the excellence of its Public School System, which was inaugurated in 1852, and was then the peculiar and exclusive possession of Mobile County. The City is the terminus of the Mobile & Ohio Rail Road, which extends from St. Louis, Missouri, and of the Mobile and Birmingham Rail Road, which is the Gulf outlet of the Richmond Terminal System. Besides these two rail roads the City is entered by the Mobile & Montgomery Railway and the Mobile and New Orleans Railway, which are both operated by the Louisville and Nashville as a part of its trunk line from Cincinnati to New Orleans. Three other rail roads in the near future are, one to Jackson, Mississippi, another to Cedar Point on Mobile Bay and a third to Dauphin Island at the mouth of the Mobile Bay. A fourth road will traverse the eastern shore to Navy Cove, near Fort Morgan.

The hundreds of streams and bayous of the vicinity abound in fish, wild fowl and deer, and other game in abundance are found in the neighboring woods. No visitor has ever examined the advantages offered by Mobile, who has not recognized the superiority of this City over any other in the South, not only in a commercial aspect, but as a winter health resort for the people of the North and West seeking to escape the rigors of a Northern winter.

THE PUBLISHERS.

April 1, 1892.

View from Court House– Looking South West

SOUTHERN MARKET AND ARMORY.

GERMAN RELIEF HALL. GUARD HOUSE TOWER.

COURT HOUSE.

U. S. Custom House and Post office.

SOUTH ROYAL STREET

ADAM GLASS' FURNITURE WAREROOMS.

COTTON EXCHANGE, CHAMBER OF COMMERCE
AND OFFICES OF THE MOBILE AND OHIO RAILROAD.

J. Pollock & Co., Wholesale Dry Goods.
Water Street Looking North.

COTTON WAREHOUSE.

BRITISH-AMERICAN TRUST CO., AND ALABAMA NATIONAL BANK.

MOBILE BREWERY.

SHELL ROAD, MAGNOLIA GROVE.

PEOPLE'S BANK.

F. O. Zadek Jewelry Co.

MEDICAL COLLEGE OF ALABAMA.

MOBILE CHURCHES

CATHEDRAL OF THE IMMACULATE CONCEPTION.

U. S. Marine Hospital.

City Hospital.

BARTON ACADEMY—PUBLIC SCHOOLS.

PRIVATE GARDEN, MAGNOLIA GRANDEFLORA TREE.

BIENVILLE PARK.

GOVERNMENT STREET RESIDENCES.

METHODIST EPISCOPAL CHURCH.

CHRIST CHURCH, (EPISCOPAL.)

EASTERN SHORE STEAMER "HELEN."

RIVER VIEW. U. S. REVENUE CUTTER.

River Front

GOVERNMENT STREET WHARF.

WHARF OF THE MOBILE & OHIO R. R. AND PLANT LINE STEAMSHIPS.

WASHINGTON SQUARE.

FRASCATI AND SHELL ROAD.

FRASCATI FROM THE SOUTH GARROWS BEND.

RESIDENCE OF M. FORCHHEIMER.

TOLL GATE—SHELL ROAD.

MOBILE DRIVING CLUB, ARLINGTON.

Shell Road Looking South from Frascati.

South End, (Shell Road) "Fredericks.

MONUMENT TO CONFEDERATE DEAD.

SULLIVAN TIMBER CO.

SPRING HILL COLLEGE.

MOOTEE FISHING AND HUNTING CLUB.

FORT MORGAN, ENTRANCE TO MOBILE BAY.

Mount Vernon Barracks U.S.A.

APACHE CHIEFS "GERONIMO" AND "NATCHEZ,"
PRISONERS OF WAR AT MT. VERNON BARRACKS.

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